

MR. STEVENS: This is beginning to get more and more like a dark comedy.

On the map up there (indicating) I notice that it says that it's just going up to Humbolt Bay on the freeway thing. And according to what you have in here (indicating) it's going up to Trojan, which is -- Trojan, which is Portland, Oregon's nightmare -- and up -- and that would be able to connect them in with Hanford.

That makes Trojan look like David compared to Goliath; but it's one of the most radioactive places in the world.

You know, so, this will be coming down 5. Your sign says one thing; this says another.

About the first response or clean up, environmental clean up. I was on the Restoration Advisory Board for Norton Air Force Base. Because of the Nevada Test Site, we had two nuclear flights that came out of Norton and returned and the planes were washed down. The planes were called Buster and Jangles. They were early hydrogen bomb tests. The thing is that what we ended up with, with those tests was -- well 158 which came in at 180 picocuries per liter of water, which as of yet I have not found -- and the EPA has not found a well that is more radioactive than that.

So the other thing, too. The Air Force, when they cleaned it up, they had to test it three times and each time it turned out to be just as radioactive. So for the remediation, did they clean it up? No, they put cement over it. And this is the kind of action that the government does.

If you look in the truck data here, it talks about the trucks weighing 80,000 pounds. Now, it's kind of hard sometimes to put it -- what is 80,000 pounds? A D-9 bulldozer, which is a little bit smaller than a D-10, weighs 60,000 pounds. So this is how big -- how weighty this stuff is.

The other thing is, after this big accident in the Cajon Pass where we actually had -- I think it was four locomotives, and you could only see two and a half sticking out. The other locomotive basically was driven into the ground, into the water bed, and you couldn't see it.

1... I have pictures of me walking, and the thing is, even with this accident, they really didn't do that much, because with the trains that were coming up -- they would be coming up -- you could actually see the spikes and stuff and the rails wobbling around. It was a real eye-opener for me, and yet again when I came down the Cajon Pass again back from Ward Valley, the people traveling 70 miles an hour, you couldn't even see from here to the gentleman there, just headlights and people driving like maniacs. The thing is, if we have an accident, it's going to be a stupid accident, but we are still -- like the gentleman talked about the Titanic. The iceberg wasn't there, but whoops, there it is. And it's going to be something really stupid. And you know, some tired woman with her kids in the car or something.

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And it has a potential to kill more people than Hitler managed to, you know, in all the death camps. And you can imagine losing all of that kind of people.

You know, thank you very much.

[APPLAUSE.]

FACILITATOR LAWSON: Thank you.

The next speaker is Lou De Bottari to be followed by John Charff and George Mount.